

## SAILING DIRECTIONS CORRECTIONS

**PUB 160**                      **2 Ed 2002**                      **LAST NM 43/03**  
Page 2—Line 21/R; insert after:

<p><b>U. S. Embassy Angola Home Page</b> <a href="http://luanda.usembassy.gov">http://luanda.usembassy.gov</a></p>
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(NIMA) 48/03

Page 33—Line 2/L; insert after:

**Cautions** 33  
(NIMA) 48/03

Page 33—Line 38/L; insert after:

### **Cautions**

#### **Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

#### **Special Warning 115 (Issued 5 March 2001)**

Information on Special Warning 115 can be found in Iraq—Cautions.  
(NIMA) 48/03

Page 57—Line 2/L; insert after:

**Cautions** 57  
(NIMA) 48/03

Page 57—Line 25/L; insert after:

### **Cautions**

#### **Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

#### **Special Warning 115 (Issued 5 March 2001)**

Information on Special Warning 115 can be found in Iraq—Cautions.  
(NIMA) 48/03

Page 59—Line 2/L; insert after:

**Cautions** 59  
(NIMA) 48/03

Page 59—Line 3/R; insert after:

### **Cautions**

#### **Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

#### **Special Warning 115 (Issued 5 March 2001)**

Information on Special Warning 115 can be found in Iraq—Cautions.  
(NIMA) 48/03

Page 65—Line 2/L; insert after:

**Cautions** 65  
(NIMA) 48/03

Page 65—Line 26/L; insert after:

### **Cautions**

#### **Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

#### **Special Warning 115 (Issued 5 March 2001)**

Information on Special Warning 115 can be found in Iraq—Cautions.  
(NIMA) 48/03

Page 80—Line 33/R; insert after:

<p><b>U. S. Embassy Guyana Home Page</b> <a href="http://georgetown.usembassy.gov">http://georgetown.usembassy.gov</a></p>
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(NIMA) 48/03

Page 107—Line 2/L; insert after:

**Cautions** 107  
(NIMA) 48/03

Page 107—Line 3/R; insert after:

### **Cautions**

#### **Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

#### **Special Warning 115 (Issued 5 March 2001)**

Information on Special Warning 115 can be found in Iraq—Cautions.

#### **Special Warning 114 (Issued 5 February 2001)**

1. Mariners are advised to exercise caution when transiting the waters of the north Persian Gulf.

2. Iranian-flag speedboats and patrol craft operating in Iranian and international waters have boarded vessels and demanded payment before the vessels are allowed to proceed.

3. Mariners should exercise caution and vigilance when operating in this area, and should obtain and evaluate current warning information broadcasted by the National Imagery and Mapping Agency (NIMA) via HYDROPAC broadcasts. U.S. citizens may also wish to refer to the State Department's Travel Warnings for Iran.

4. Any anti-shipping activity should be reported to NIMA NAVSAFETY BETHESDA MD or NAVSAFETY@NIMA.MIL via Ship Hostile Action Report (SHAR) procedures (See NIMA Pub 117—Chapter 4), or directly to the U.S. State Department, or nearest U.S. Embassy or U.S. Consulate.

5. The publication of this notice is solely for the purpose of advising U.S. mariners of information relevant to navigational safety, and in no way constitutes a legal recognition by the United States of the validity of any foreign rule, regulation, or proclamation so published.

(NIMA)

48/03

Page 109—Line 2/L; insert after:

**Cautions**

(NIMA)

**109**

48/03

Page 109—Line 3/R; insert after:

**Cautions**

**Special Warning 121 (Issued 20 March 2003)**

1. Coalition naval forces may conduct military operations in the Eastern Mediterranean Sea, Red Sea, Gulf of Aden, Arabian Sea, Gulf of Oman, and Arabian Gulf. The timely and accurate identification of all vessels and aircraft in these areas are critical to avoid inadvertent use of force.

2. All vessels are advised that coalition naval forces are prepared to exercise appropriate measures in self-defense to ensure their safety in the event they are approached by vessels or aircraft. Coalition forces are prepared to respond decisively to any hostile acts or indications of hostile intent. All maritime vessels or activities that are determined to be threats to Coalition naval forces will be subject to defensive measures, including boarding, seizure, disabling, or destruction, without regard to registry or location. Consequently, surface vessels, subsurface vessels, and all aircraft approaching Coalition naval forces are advised to maintain radio contact on bridge-to-bridge channel 16, international air distress (121.5 MHz VHF), or military air distress (243 MHz UHF).

3. Vessels operating in the Middle East, Eastern Mediterranean Sea, Red Sea, Gulf of Oman, Arabian Sea, and Arabian Gulf are subject to query, being stopped, boarded, and searched by U.S./Coalition warships operating in support of operations against Iraq. Vessels found to be carrying contraband bound for Iraq or carrying and/or laying naval mines are subject to detention, seizure, and destruction. This notice is effective immediately and will remain in effect until further notice.

**Special Warning 115 (Issued 16 February 2001)**

1. In the Persian Gulf, multi-national naval units continue to conduct a maritime operation to intercept the import and export of commodities and products to/from Iraq that are prohibited by U.N. Security Council Resolutions 661 and 687.

2. Vessels transiting the Persian Gulf and the Gulf of Oman can expect to be queried and, if bound for or departing from Iraq or the Shatt-al-Arab waterway, also intercepted and boarded. Safe navigation may require vessels to be diverted to a port or anchorage prior to conducting an inspection.

3. Maritime inspection operations in the Red Sea, Strait of Tiran, and Strait of Hormuz have ceased. Cargo bound for Aqaba or transhipment from Aqaba may be inspected on

shore according to an agreement worked out by the U.N. Sanctions Committee and Jordanian authorities.

4. Documentation requirements for the naval regime in the Persian Gulf and the shore-based regime in Aqaba are identical and can be found in the most recent HYDROPACS covering the enforcement of sanctions against Iraq.

5. Stowage and other requirements for vessels transiting the Persian Gulf can also be found in the most recent HYDROPACS covering the enforcement of sanctions against Iraq.

6. Ships which, after being intercepted, are determined to be in violation of U.N. Security Council Resolution 661 will not be allowed to proceed with their planned transit.

7. The intercepting ship may use all available communications, primarily VHF channel 16, but including International Code of Signals, flag hoists, other radio equipment, signal lamps, loudspeakers, bow shots, and other appropriate means to communicate directions to a ship.

8. Failure of a ship to proceed as directed will result in the use of the minimum level of force necessary to ensure compliance.

9. Any ships, including waterborne craft and armed merchant ships, or aircraft, which threaten or interfere with multi-national forces engage in enforcing a maritime interception may be considered hostile.

**Note.**—Information concerning U.N. sanctions against Iraq can be found under Regulations—Iraq Embargo.

(NIMA)

48/03

Page 113—Line 2/L; insert after:

**Cautions**

(NIMA)

**113**

48/03

Page 113—Line 14/R; insert after:

**Cautions**

**Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

**Special Warning 115 (Issued 5 March 2001)**

Information on Special Warning 115 can be found in Iraq—Cautions.

(NIMA)

48/03

Page 119—Line 2/L; insert after:

**Cautions**

(NIMA)

**119**

48/03

Page 119—Line 24/L; insert after:

**Cautions**

**Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

**Special Warning 115 (Issued 5 March 2001)**

Information on Special Warning 115 can be found in  
Iraq—Cautions.  
(NIMA) 48/03

Page 120—Bottom table; replace with below:

**U. S. Embassy Jordan Home Page**  
<http://amman.usembassy.gov>

(NIMA) 48/03

Page 122—Bottom table; replace with below:

**U. S. Embassy Kenya Home Page**  
<http://nairobi.usembassy.gov>

(NIMA) 48/03

Page 123—Line 2/L; insert after:

**Cautions** 123  
(NIMA) 48/03

Page 123—Line 24/L; insert after:

**Cautions****Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in  
Iraq—Cautions.

**Special Warning 115 (Issued 5 March 2001)**

Information on Special Warning 115 can be found in  
Iraq—Cautions.  
(NIMA) 48/03

Page 124—Bottom table; replace with below:

**U. S. Embassy Kuwait Home Page**  
<http://usembassy.state.gov/kuwait>

(NIMA) 48/03

Page 138—Lines 23 to 26/R; read:

Time (BRAVO (-2)) is maintained from the first Sunday in  
September until the first Sunday in April.  
(BA NP 282) 48/03

Page 143—Line 2/L; insert after:

**Cautions** 143  
(NIMA) 48/03

Page 143—Line 3/R; insert after:

**Cautions****Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in  
Iraq—Cautions.

**Special Warning 115 (Issued 5 March 2001)**

Information on Special Warning 115 can be found in  
Iraq—Cautions.  
(NIMA) 48/03

Page 147—Line 2/L; insert after:

**Cautions** 147  
(NIMA) 48/03

Page 147—Line 3/R; insert after:

**Cautions****Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in  
Iraq—Cautions.

**Special Warning 116 (Issued 5 March 2001)**

1. Mariners calling on Pakistan are advised that levels of  
sectarian and factional violence remain high. Karachi, the  
main port, continues to be affected by politically-motivated  
killings.

2. On March 8 1995, unknown assailants opened fire on  
an official U.S. Consulate shuttle in Karachi, killing two Em-  
bassy employees and wounding a third.

3. Anti-American sentiment can be provoked easily and  
spontaneously in response to international events that  
radicals misconstrue as directed against Islam. For example,  
the U.N. resolution on sanctions against Afghanistan result-  
ed in sporadic anti-American protests.

4. Port facilities and vessels may offer targets of oppor-  
tunity for terrorist attacks. U.S. mariners are advised to exer-  
cise heightened security awareness and prudent security pre-  
cautions when in Pakistani ports and waters.

**Special Warning 115 (Issued 5 March 2001)**

Information on Special Warning 115 can be found in  
Iraq—Cautions.  
(NIMA) 48/03

Page 150—Bottom table; replace with below:

**U. S. Embassy Pakistan Home Page**  
<http://islamabad.usembassy.gov>

(NIMA) 48/03

Page 153—Line 2/L; insert after:

**Cautions** 153  
(NIMA) 48/03

Page 153—Line 23/L; insert after:

**Cautions****Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in  
Iraq—Cautions.

**Special Warning 115 (Issued 5 March 2001)**

Information on Special Warning 115 can be found in Iraq—Cautions.  
(NIMA) 48/03

Page 157—Line 2/L; insert after:

**Cautions** 157  
(NIMA) 48/03

Page 157—Line 28/L; insert after:

**Cautions****Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

**Special Warning 115 (Issued 5 March 2001)**

Information on Special Warning 115 can be found in Iraq—Cautions.  
(NIMA) 48/03

Page 159—Bottom right table; replace with below:

<p><b>U. S. Embassy Saudi Arabia Home Page</b> <a href="http://riyadh.usembassy.gov">http://riyadh.usembassy.gov</a></p>
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(NIMA) 48/03

Page 171—Line 9/R; insert after:

**Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

**Special Warning 115 (Issued 5 March 2001)**

Information on Special Warning 115 can be found in Iraq—Cautions.

**Special Warning 111 (Issued 12 May 1999)**

1. Due to continuing conditions of armed conflict in Somalia and its territorial waters, mariners are advised to avoid the port of Mogadishu and remain at least 50 nautical miles distant from the southeast Somali coast. Ships not specifically expected at the ports of Berbera and Bosaso should also avoid approaching the northern Somali coast.

2. In the past year there have been increasing reports of armed attacks on passing vessels off the coast of Somalia. Fishing vessels, freighters, and tankers have been fired upon by small speedboats with conventional weapons and rocket launchers. Ships have been hijacked, cargoes stolen, and crews held for ransom. Formerly confined to the port city of Mogadishu, the attacks have since extended into coastal waters. Recent hijackings have occurred as far as 40 miles offshore.

3. The Department of State has warned all U.S. citizens against travel to Somalia. Inter-clan and interfactional fighting can flare up with little warning, and kidnapping and other threats to foreigners can occur unpredictably in many regions. There is no national government in Somalia to offer security or police protection for travelers. While parts of the

north are relatively peaceful, including much of the self-declared “Republic of Somaliland,” there is no U.S. diplomatic presence in Somalia to provide up-to-date security assessments or consular assistance to U.S. citizens.  
(NIMA) 48/03

Page 191—Line 2/L; insert after:

**Cautions** 191  
(NIMA) 48/03

Page 191—Line 24/L; insert after:

**Cautions****Special Warning 107 (Issued 1 December 1997)**

1. Sri Lanka has announced that entrance by unauthorized vessels into the waters of Palk Strait and the eastern territorial waters of Sri Lanka is prohibited because of the increased acts of terrorism against shipping and Sri Lankan naval vessels. Sri Lanka requires that vessels in the vicinity contact the Sri Lankan Command (Tel. 941-42-30-10, Fax: 941-433-986) for authorization if they wish to enter these areas.

2. The government also has established a restrictive zone in coastal waters along the west coast from Kalptiya to Colombo Port’s southern backwaters. Written permission from the Sri Lankan Command is required for entry into these waters as well. Sri Lankan authorities have advised that they will fire on violators.

3. The U.S. Embassy in Colombo reports that between July and September 1997, at least three foreign flag merchant vessels were attacked by the Liberation Tigers of Tamil Eelam (LTTE). One vessel operating as a passenger ferry off Mannar on the northeast coast was set afire and sunk. A second vessel departing north from the Jaffna Peninsula was hijacked, stripped of equipment, and its crew temporarily held by terrorists. One crew member was killed during the hijacking. A third vessel was loading mineral cargo off the northeast coast near Pulmoddai when it was attacked and at least five members of its crew killed.

4. Any anti-shipping activity should be reported to NIMA NAVSAFETY, U.S. State Department, or the nearest U.S. Consulate. Refer to NIMA Pub. 117, Chapter 4, for instructions on filing a Ship Hostile Action Report (SHAR) or Anti-Shipping Activity Message (ASAM).

5. The publication of this notice is solely for the purpose of advising United States mariners of information relevant to navigational safety and in no way constitutes a legal recognition by the United States of the validity of any foreign rule, regulation, or proclamation so published.  
(NIMA) 48/03

Page 193—Line 2/L; insert after:

**Cautions** 193  
(NIMA) 48/03

Page 193—Line 27/L; insert after:

## **Cautions**

### **Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

### **Special Warning 115 (Issued 5 March 2001)**

Information on Special Warning 115 can be found in Iraq—Cautions.

### **Special Warning 108 (Issued 20 October 1998)**

1. In January 1996, the Department of State warned all U.S. citizens against traveling to Sudan due to ongoing violence within the country. Citing the U.S. government's suspension of its diplomatic presence in Sudan, the department advised that its ability to provide emergency consular services would be severely limited. In August 1998, the State Department again warned U.S. citizens against travel to Sudan "following the recent U.S. air strikes against terrorist facilities and possible threats to Americans and American interests in that country." The latter warning (No. 98-041) remains in effect to date.

2. In November 1997, President Clinton issues Executive Order 13067 imposing a U.S. trade embargo against Sudan. Among the prohibited activities are "any transaction by a United States person relating to transportation of cargo to or from Sudan." "United States person" is defined as any U.S. citizen, permanent resident, entity organized under U.S. law, or person in the United States. The embargo is still in effect.

3. Notwithstanding the pre-existing travel warning and ongoing U.S. trade embargo, the recent U.S. missile attack on a chemical plant in Khartoum has raised concerns of possible retaliation against U.S. citizens and/or commercial interests. U.S. mariners are therefore urged to avoid Port Sudan or other Sudanese ports. U.S. vessels are also advised to remain well clear of Sudanese territorial waters in the western Red Sea area.

(NIMA)

48/03

Page 194—Bottom tables (two); replace with below:

<b>U. S. Embassy Egypt Home Page</b> <a href="http://cairo.usembassy.gov">http://cairo.usembassy.gov</a>
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<b>U. S. Embassy Kenya Home Page</b> <a href="http://nairobi.usembassy.gov">http://nairobi.usembassy.gov</a>
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(NIMA)

48/03

Page 203—Line 2/L; insert after:

## **Cautions**

(NIMA)

**203**

48/03

Page 203—Line 28/L; insert after:

## **Cautions**

### **Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

### **Special Warning 115 (Issued 5 March 2001)**

Information on Special Warning 115 can be found in Iraq—Cautions.

(NIMA)

48/03

Page 209—Line 25/L; insert after:

## **Cautions**

### **Special Warning 121 (Issued 20 March 2003)**

Information on Special Warning 121 can be found in Iraq—Cautions.

### **Special Warning 115 (Issued 5 March 2001)**

Information on Special Warning 115 can be found in Iraq—Cautions.

### **Special Warning 113 (Issued 13 October 2000)**

1. The level of risk for foreigners in Yemen remains high. On 12 October 2000, several U.S. citizens were killed and many more were injured in an incident involving a U.S. Navy ship in the port of Aden, Yemen in what may have been a terrorist attack. An explosion in the morning of 13 October 2000 caused minor damage to the British Embassy in Sanaa, Yemen and no casualties. While U.S. and Yemeni officials are still cooperating closely to determine the cause of the tragic explosion, the investigation has only started. Under these circumstances, U.S. mariners should avoid Yemeni ports for the present.

2. In light of this and other recent events, the U.S. Department of State warns U.S. citizens to defer travel to Yemen. U.S. citizens should exercise a very high level of caution and should only travel between cities by air or with an armed escort. They should register with the U.S. Embassy in Sanaa and remain in contact with the Embassy for updated security information at (97)(1)238-844 through 238-852.

(NIMA)

48/03

Page 209—Line 25/L; insert after:

## **Cautions**

(NIMA)

**209**

48/03

Page 210—Bottom table; replace with below:

<b>U. S. Embassy Yemen Home Page</b> <a href="http://usembassy.state.gov.yemen">http://usembassy.state.gov.yemen</a>
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(NIMA)

48/03